

Bill #3
The Intercity Transit Act
Moved by: Minister of Labour

WHEREAS rural and remote areas are underserved, with intermittent, expensive and sometimes unsafe transportation options;¹ and

WHEREAS with the closure and concentration of rural services in recent years, heightened inequality in access to transportation has intensified more general socio-economic inequality;² and

WHEREAS automobiles and light trucks account for about 11 per cent of Canada's total greenhouse gas emissions.³

HIS MAJESTY, by and with the advice and consent of the Youth Parliament of Manitoba, enacts as follows:

Purpose

- 1** The purpose of this Act is to
- (a) establish **TRANSIT** with the mandate set out in section 4, and
 - (b) establish a public intermunicipal transit system that allows Canadians to travel between all operational hubs as set out in section 6.

Definitions

- 2** The following definitions apply in this Act.
- (a) **Small population centre:** An area with a population between 1,000 and 29,999 people.
 - (b) **Medium population centre:** An area with a population between 30,000 and 99,999 people.
 - (c) **Large urban population centre:** An area with a population of 100,000 or more people.

Establishing TRANSIT

- 3** The Transportation Reorganization Agency for National Service of Intermunicipal Transit [**TRANSIT**] is hereby established.

Mandate and powers of TRANSIT

- 4** The mandate of **TRANSIT** is to
- (a) establish and operate a public transit system between communities across Canada, and
 - (b) oversee operations of intermunicipal public transit service.

¹ “Greyhound’s Exit Paves the Way for a National Public Transit System Says NFU,” *National Farmers Union*, May 26, 2021, <https://www.nfu.ca/greyhounds-exit-paves-the-way-for-a-national-public-transit-system-says-nfu/>.

² Cindy Hanson et al., “Here Today, Gone Tomorrow: Public Transportation and Vulnerabilities in Rural and Remote Canada” (Canadian Research Institute for the Advancement of Women, December 2021).

³ “Canada Begins Consultations on Vehicle Emission Standards,” *Environment and Climate Change Canada*, August 20, 2018, <https://www.canada.ca/en/environment-climate-change/news/2018/08/canada-begins-consultations-on-vehicle-emission-standards.html>.

- 5 **TRANSIT** shall establish service to
- (a) small, medium, and large population centres;
 - (b) national and provincial parks; and
 - (c) reserves.

Spoke-hub distribution model

- 6 **TRANSIT** shall establish a spoke-hub distribution model for intermunicipal transit.
- (a) All large urban population centres shall be designated as a central hub.
 - (b) All small and medium population centres shall be designated as a minor hub.
 - (c) All national parks and reserves shall be designated as a special hub.
 - (d) Each minor hub and special hub shall be assigned to the nearest central hub within the same province or territory.
- 7 **TRANSIT** shall establish the frequency of service between all operational hubs.
- (a) Service shall be provided at a minimum frequency of
 - (i) four times per week between central hubs and other central hubs,
 - (ii) twice per day between central hubs and connected minor hubs, and
 - (iii) once per week between central hubs and special hubs.

Means of transportation

- 8 **TRANSIT** shall operate a combination of means of transportation, including but not limited to
- (a) buses,
 - (b) trains,
 - (c) light rail, and
 - (d) ferries.
- 9 All means of transportation operated by **TRANSIT** shall be accessible for disabled passengers.

Fares and taxes

- 10 **TRANSIT** shall levy fares for use of its services.
- (a) All fares for the same mode of transportation shall be the same, regardless of length.
 - (b) **TRANSIT** shall not levy fares higher than the average fare of Canadian municipal transit agencies.
- 11 **TRANSIT** shall levy taxes from all modes of domestic transportation not operated by **TRANSIT**, including but not limited to
- (a) air transportation,
 - (b) road transportation via vehicles owned and operated by a private company, and
 - (c) domestic road transportation via vehicles that are considered personal property.
- 12 For air transportation, **TRANSIT** shall levy 2 per cent of an airline's annual income.
- 13 For road transportation, **TRANSIT** shall implement and levy a highway tax wherein all vehicles not operated by **TRANSIT** shall be taxed based on the
- (a) type of vehicle,
 - (b) type of highway used, and
 - (c) distance driven.
- 14 All tax revenue levied shall be allocated to improving **TRANSIT** operations.